

FREMONT-SOUTH BAY

This corridor connects southern Alameda County with downtown San Jose and the Golden Triangle portion of Silicon Valley. Major highway transportation facilities are the Interstate 880, Interstate 680 and Route 237 freeways. I-880 currently experiences extensive weekday congestion leading into Santa Clara County.

Transit facilities include the Santa Clara Valley Transportation Authority (VTA) light-rail stations connecting with downtown San Jose; Capitol Corridor intercity rail service to Sacramento; Altamont Commuter Express rail service from the Central Valley; and VTA connecting bus service between the Fremont BART station (pictured), downtown San Jose and Silicon Valley. The Fremont BART station is the major intermodal transit facility for BART and VTA buses. The area is characterized by low-density housing and large campus-like employment centers that developed as Silicon Valley expanded to the east.

In 2000, Alameda and Santa Clara counties renewed local transportation sales tax measures that provide significant new funding for a planned BART extension from Fremont through Milpitas and downtown San Jose to Santa Clara. In addition, the BART and VTA governing boards recently adopted a comprehensive agreement to bring BART into Santa Clara County.

Extension of VTA's light-rail system from Santa Clara to Mountain View opened for service in 1999; the eastern leg of the extension to Milpitas will be completed in 2004. Capitol Corridor intercity train service to Sacramento uses the Alviso line, but there is no direct connection to the BART system (the Union City BART station is one possible connection point being studied).

Management Objectives

- Manage freeway and local street operations to ensure competitive travel times for HOV lane/express bus users during peak period
- Provide convenient connections between transit systems in corridor (BART, Santa Clara VTA, AC Transit, Capitol Corridor, Altamont Commuter Express)
- Maintain reliable freeway operations on Interstate 880 in off-peak period for freight mobility

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Committed Funding

Not mapped:

- Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)
- Reconstruct I-880/Dixon Landing Road interchange and widen I-880 from 8 lanes to 10 lanes (includes 2 HOV lanes) from Route 237 to the Alameda County line
- Route 84/Ardenwood Boulevard westbound offramp intersection improvements
- Widen I-880 from 4 lanes to 6 lanes from Montague Expressway to U.S. 101
- I-880/Route 237 interchange improvements: freeway-to-freeway HOV connector and eastbound Route 237 to southbound I-880 braided ramp to Tasman; southbound I-880 to westbound Route 237 and eastbound Route 237 to northbound I-880 (Stages A&B)
- Widen Stevenson Boulevard from 4 lanes to 6 lanes from I-880 to Blacow Road
- Widen Stevenson Boulevard from 2 lanes to 4 lanes between Gallaudet Drive and Mission Boulevard
- Extend Fremont Boulevard to connect to I-880/Dixon Landing Road
- Extend Cushing Parkway between Automall Parkway/Boyce Road and Cushing Parkway/Fremont Boulevard/I-880
- Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard
- Widen Kato Road from Warren Avenue to Milmont Drive
- Paseo Padre Parkway/Peralta Boulevard (Route 84) intersection improvements
- Warren Avenue/Warm Springs Boulevard intersection improvements
- Regional Express Bus Program: I-680/Fremont BART station to Silicon Valley
- Route 84 vertical and horizontal alignment improvements in Fremont and San Leandro (3 miles to 5.1 miles east of I-680)

Track 1

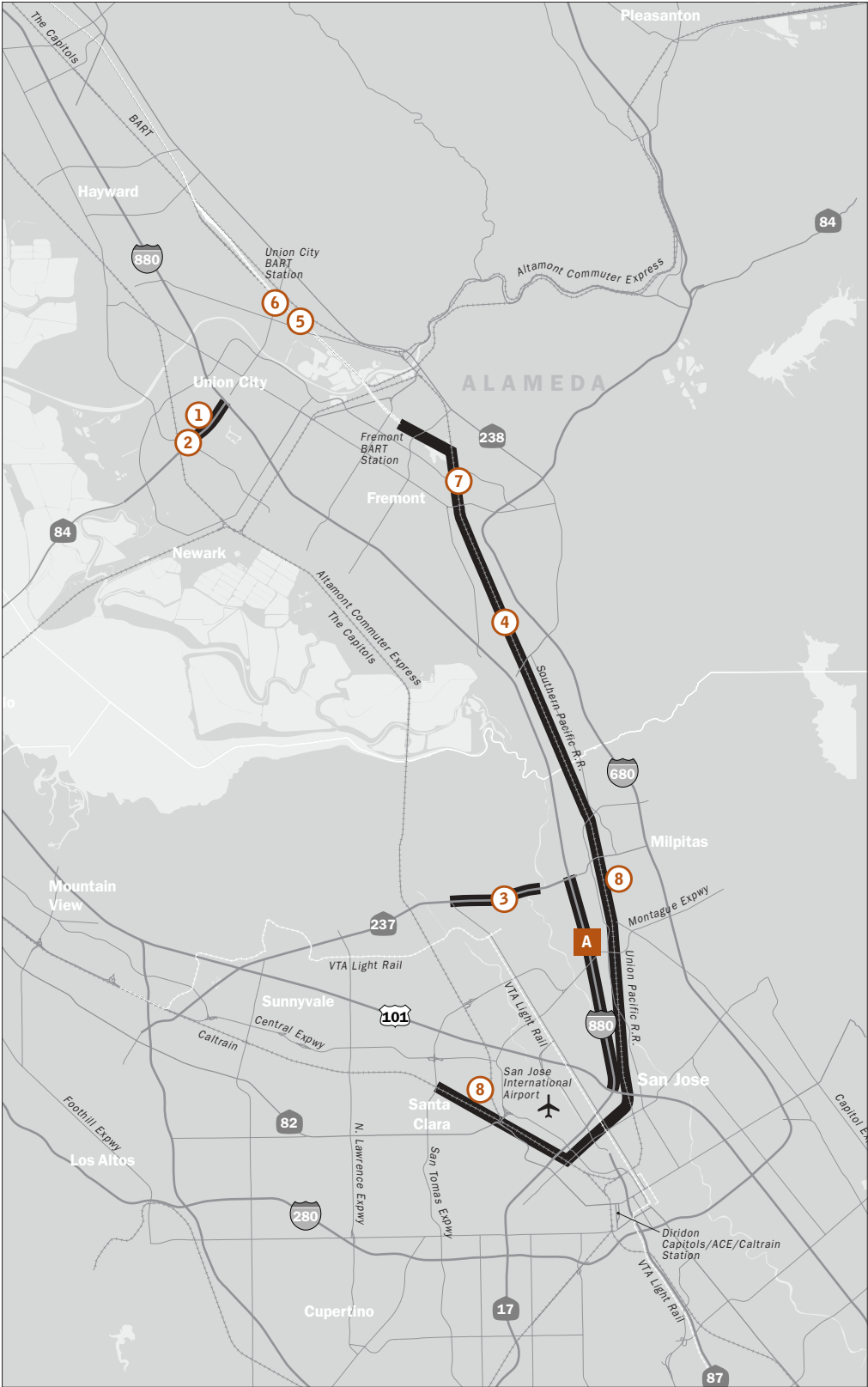
- ① Route 84 southbound HOV extension from Newark Boulevard to I-880
- ② Route 84 southbound HOV onramp from Newark Boulevard to existing Route 84 southbound HOV lane
- ③ Route 237 westbound auxiliary lanes between Coyote Creek Bridge and North First Street
- ④ BART extension to Warm Springs
- ⑤ Union City Intermodal Station access improvements (Phase 1); includes extending 11th Street and constructing at-grade parking and pedestrian grade separation
- ⑥ Union City Intermodal Station (Phase 2); includes 19 bus-bays and a kiss-and-ride loop road
- ⑦ Rail grade separations at Washington Boulevard/Paseo Padre Parkway at Union Pacific Railroad in Fremont
- ⑧ BART Extension from Warm Springs to San Jose

Blueprint

- A** Widen I-880 to 8 lanes from Route 237 to U.S. 101 with 2 new lanes as HOV

Not mapped:

- ACE service expansion



- Track 1 Project
- Blueprint Project

- Interstate Highway
- U.S. Highway
- State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Airport
- BART

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